

Feb
36~~CONFIDENTIAL~~

CLASSIFICATION

SECRET CONTROL/US OFFICIALS ONLY

COUNTRY Germany (Soviet Zone)

REPORT

25X1

TOPIC Alt Loennewitz Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 23 February 1951

REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

Document No. 010

No Change in Class Declassified

Class. Changed to: TS S C

This is UNEVALUATED Information

1. On 26 January 1951, between 10 a.m. and 4 p.m., 19 jet fighters with swept-back wings were parked on the landing field of the Alt Loennewitz (N 52/E 84) airfield. There was no flying. There was a 10/10 overcast, a 1,000 meter cloud base, and visibility of 3 to 4 km. The hangars were closed. (1)

25X1

2. Four metal masts, about 12 meters high and braced on two sides, were approximately 200 meters southeast of the western end of the runway. A wooden hut, 2x2x2 meters, was in the center of the masts. The distance between the masts and the hut was about 6 meters. No wires were seen between the masts and the hut. (2)

25X1

3. A telephone cable led from this radio installation to another radio installation, about 350 meters east of the eastern end of the runway. There was a metal mast, about 12 meters high, with a single antenna about 20 meters in length which led to a wooden hut, approximately 2x2x6 meters. (3) A telephone line led from the wooden hut toward the east, just west of Beiersdorf (N 52/E 84) where a wooden hut was being erected. (4) Landing lights extended from the radio installation with one mast to the eastern end of the runway. Their height from the ground increased as they extended toward the east.

25X1

Comments.

(1) Two fighter regiments and one fighter division headquarters are believed to be stationed in Alt Loennewitz. On 25 January 1951, [] 44 25X1 13-15s at the field. It is believed that most of the aircraft assigned to the two regiments are parked in the hangars.

(2) The radio installation, probably an Adcock DF or approach beam, [] 25X1

(3) This is probably a landing beacon.

(4) On 25 November 1950, a truck with a radio mast on top was seen at the same site. The radio installation, probably the second landing beacon, is possibly to be protected by a wooden shed.

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25 YEAR RE-REVIEW

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